



Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland, CA 94607-4700
 TEL 510.817.5700
 TDD/TTY 510.817.5769
 FAX 510.817.7848
 E-MAIL info@mtc.ca.gov
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: May 6, 2009

FR: Executive Director

W. I. 1252

RE: FasTrak[®] Strategic Plan 2009 Update (BATA Resolution No. 87)

Please find enclosed a draft update to the FasTrak[®] Strategic Plan. Since the last Strategic Plan was adopted in June 2006, FasTrak[®] accounts have increased by 66 percent to a total of 830,000 accounts. As of March 2009, FasTrak[®] use on all of the state-owned bridges averages about 65 percent of toll paying (excludes HOVs) traffic during the weekday peak, which is significantly more than the 42% peak usage at the time the last Strategic Plan was approved.

Infrastructure Improvements Implemented in FY 2007-08

Based on the FasTrak[®] Strategic Plan adopted by the Authority in 2006, concluding in September 2007, BATA, in conjunction with Caltrans, implemented a number of infrastructure improvements at the toll plazas of the seven state-owned bridges. Based on our assessment of those improvements, in general, we found that the improvements have significantly increased vehicle throughput at the toll plazas and that motorist confusion at the plazas has decreased.

Traffic Trends

In regards to current traffic patterns on the bridges, in summary, the report finds as follows:

- Since FY 2003-04, total traffic on the state-owned bridges has decreased by 8.0 percent;
- Over the past year, toll violations have significantly decreased; and
- BATA has become significantly more adept at collecting violation revenue.

Toll Plaza Operational Efficiencies and Infrastructure Improvement

Over the past several months, BATA staff has conducted an analysis of the travel trends and lane configurations at each of the state-owned bridges. Based on the analyses, staff

has developed recommendations for infrastructure modifications and improvements and lane/booth modifications for each of the bridges, as follows:

Operational Efficiencies

Pursuant to our analysis of the current operations of the toll plazas, we recommend that for many of the bridges the number of staffed lanes be reduced and that a total of five FasTrak[®]-only lanes be added to the bridges during weekday peak and non-peak periods and on weekends. As a result of the proposed lane configuration revisions, manual toll collection staffing levels could be reduced by 10% from current year budgeted levels. It is estimated that there would be some added delays for cash paying motorists, especially for the Carquinez, San Mateo-Hayward and Richmond-San Rafael Bridges. These delays would be mitigated if additional motorists joined the FasTrak[®] program.

Infrastructure Improvements

The major infrastructure improvement recommended in the plan is aimed at improving traffic flow for the Interstate 880 (I-880) approach to the San Francisco-Oakland Bay Bridge (SFOBB) toll plaza. In summary, it is proposed that the right side of the SFOBB toll plaza be reconfigured, as follows (see attachment A for details):

- Demolishing the mini-toll plaza (Toll Booths 18, 19, 20) and constructing an overhead gantry structure allowing tolling at the entrance of the mini-toll plaza and the carpool lanes (Lanes 21 and 22).
- Adding an additional FasTrak[®]-only lane by removing the toll booth at Lane 17 to increase capacity for FasTrak[®] customers approaching the toll plaza from the I-880 approaches.
- Restriping the departure lanes from the toll plaza to the metering lights.

At this time, it is intended to implement these changes to the toll plaza in three phases. Phase 1 would include demolition of the mini-toll plaza to take place over the 2009 Labor Day Weekend when the bridge is planned to be closed. Phase 2 would include the construction of a gantry structure at the far right side of the toll plaza and Phase 3 would include conversion of Lane 17 from a cash lane to a FasTrak[®]-only lane. Phases 2 and 3 would be completed by mid 2010.

Recommendation

BATA staff recommends that the Committee refer to the Authority BATA Resolution No. 87, FasTrak[®] Strategic Plan 2009 Update.

/s/
Steve Heminger

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